U. S. Officer Says One Torpedo Couldn't Open Sufficient Bulkheads.

ENEMY PERHAPS HAD IRISH BASE

Also Several Submarines Probably Necessary to Catch Swift Transatlantic Liner.

Washington, May 7. An officer of the navy of recognized standing as a designer of marine engines and the hulls

"It seems hardly believable that the Lusitania could have been sunk by a single torpede unless that weapon struck the ship almost exactly amidships and in such a way as to lay open to the sea at least three if not four of her watertight bulkheads. In this event the 'list' referred to in one of the dispatches would be accounted for, and of course there is a likelihood that the engine rooms or the boilers of the ves-

rines in the waters through which incoming vessels must pass to reach the coming vessels and trish Channels. These vessels evidently are stretched across the course of the incoming ships in such a way that in avoiding one, possibly seen in time, the vessel will run into the area of offensive action of another."

FULLY INSURED

FULLY INSURED

One-Half of Cargo Carried atern by one torpedo she would undoubtedly have floated. Of course, she
would have been down by the head or
down by the stern, according to the
location of the wound in her hull, but
that she would sink is scarcely to be
halfered.

has apparently been relied upon by the commanders of the Cunard and other lines to protect them against submarines can only be discounted in this case on the hypothesis that there were a considerable number of attacking









WELL KNOWN PASSENGERS ON LINER.

CINT NEWS . PHOTO

KAZANZIAN AHOTA Left to right: C. T. Jeffrey, Chicago automobile man, Charles E. Paynter and Sir Hugh Lane.

boats. It would appear probable that Germany has a strong force of submarines in the waters through which in.

by U. S. Companies-Underwriting Stops.

that she would sink is scarcely to be balleveld.

It is believeld.

It is believed.

It is believeld.

It is believed.

It is believe

of the fast express steamers.

As explained in underwriting circles, most of the English underwriting is recumnavigated the British Isles, maker voyages of five thousand or six busand miles. If this is true, and the report apparently was accepted at the value, the underwater ambuscade to place large risks in small groups or such as the Large risks in small groups or such as the Large risks in small groups or such as the Large risks in small groups or such as the Large risks in small groups or such as the Large risks in small groups or such as the Large risks in small groups or such as the Large risks in small groups or such as the Large risks in small groups or such as the Large risks in small groups or such as the Large risks in small groups or such as the Large risks in small groups or such as the Large risks in small groups or such as the Large risks in small groups or such as the Large risks in small groups or such as the control of the English underwriting is reduced by the British government, which is course, insures its war many the city. In the city which the Lusitania fell victim was clubs, which in turn reinsure 80 person simple matter.

LUSITANIA LYING IN SHALLOW WATER

Smith, George Smith, Mr. Smith, Mrs. Smith, Alfred F. Smith, Mrs. Smith and infant, Miss Helen Smith, H. Smith, D. There was plenty of business offerofficials recall that at the time of the Titanic disaster engineers declared a similar accident to the Lusitania would have left the ship afloat and able to proceed under her own steam. She was a double skinned vessel with many watertight sub-divisions of her hold and the wing-bulkhead installations that gave added protection. The vessel's coal bunkers lay outside these bukheads.

Navy officers predicted that one effect of the loss of the Lusitania would be a popular demand in England for energetic action by the fleet.

Some officials of the State Department were inclined to credit reports that a German base for submarine raids had been established in some hidden cove, known only to the native smugglers on the Irish coast. The torof Wilcox, Peck & Hughes.

The Lusitania was a favored risk look, Mrs. Tullock and infant, Thomas hidden cove, known only to the native smugglers on the Irish coast. The torpedoing of the British super-dread-nought Audacious off the Irish coast, generally supposed to have been the work of a German submarine numerous raids on smaller craft in the same region, and now the sinking of the huge Lusitania, in the opinion of these officials, indicated clearly that the German underwater craft were working from some nearby point.

In Easy Cruising Range.

Navy officials, however, did not shape this view. They pointed out that the Lusitania was struck at a distance, approximately, of less than fifteen hundred miles from the German coast. This would be easy cruising distance, it was said, for the newest American submarines. Information has reached the Navy Department to the effect that German submarines have completely circumnavigated the British Isles, making voyages of five thousand or six thousand miles. If this is true, and thousand miles, if this is true, and thousand miles, if this is true, and thousand miles if this is true, and thousand miles. If this is true, and thousand miles, if this is true, and thousand miles, if this is true, and the content of the fast express steamers.

The Lusitania was a favored risk is true, and the content of them believing that her great speed would ensure that her great speed would ensured that the great speed would ensured that the great speed would ensured that the great proposed to get a war and the principle of the pri

More Gold from Japan

The International Banking Corpora tion yesterday announced the engagement of \$750,000 gold for shipment to San Francisco from Yokohama, Japan. This brings the total imports of the yellow metal from Japan to \$8,625,000. Total imports from all quarters during the period aggregate \$58,165,000.

35 PHILADELPHIANS ON LUSITANIA

H. J. Keser and William S. Hodges Among Those Aboard Liner.

Philadelphia. May 7. Thirty-five Pihiladelphians, the majority of them bound on business, were abound the Lusitania. Seven of these had been transferred from the Cameronia, which was taken over by the British government as she was about to sail from New York.

Louis Sonnebarn two tourists to New York The Arithment of the Warning that the vex To this Mr. Sonne was: "Nonsense." I the other side just to ridiculous joke the

was taken over by the British government as she was about to sail from New York.

H. J. Keser, vice president of the Philadelphia National Bank, and Mrs. Keser had been going to Spain yearly until two years ago, when they sailed for Germany. Mr. Keser was among the first who booked passage on the giant Cunarder. He started for Europe on business.

William Sterling Hodges, with his family, sailed for Liverpool en route for Paris, where he was to be in charge of the Baldwin offices in France and its locomotive contracts with the French government. He had returned to this country only a few weeks ago to move his family to the French capital. He has been with the Baldwin works for fifteen years and until one year ago was their technical representative in China, after which he was transferred to the Russian office and to Paris.

David Todd was on his way to see his mother in Lincolnshire, England. He is twenty-eight years old and had been here for two years.

Paul Crompton, vice-president of the Surpass fleather Company, with his family, and other Englishmen were also returning to make their home in England.

Miss Allen, twenty-nine years old, a Miss Allen, twenty-leighed College.

Miss Allen, twenty-nine years old, a graduate from Mount Holyoke College, Mass, was travelling with the Cromp-

Recovery of Property Aboard
Steamship Believed Possible—
Soundings Show 150 Feet.
Washington, May 7.—Navy Department charts show that the waters of Kinsale, where the Lusitania is report.

Mr. and Mrs. Charles E. Robinson, who had given up their home in Germantown, were on their way to England, where Mr. Robinson intended to establish himself in the shoe business. The Rev. B. W. Maturin, who was formerly rector of St. Clement's Episopal Church, Twentieth and Cherry copal Church, was also a Newspaper Offices. Mr. and Mrs. Charles E. Robinson,

IBy Telegraph to The Tribune.1

Baltimore, May 7.—There is much anxiety in this city over the Baltimoreards who were on the Lusitania:
C. Harwood Knight and Miss Elaine Knight, his sister; Henry B. Sonneborn, Rose Goodwin and Queenit Benjamin.

Scouting the fears of his mother.

Scouting the fears of his mother,
Scouting the fears of his mother,
Henry B. Sonneborn booked passage to the Lusitania so that he might complete his vocal training in Paris.

Tribune bulletin board when the report of the Lusitania's fate was posted. Should be air, he should gleefully in German.

When his hat came down it was

With him went Louis M. Schwabacher, of Peoris, III., who is also a student of music. Mrs. Sonneborn pleaded with her son to wait until the voyage would be less dangerous, but the young man assured her she was overanxious.

Mr. Sonneborn had lived in Paris for the last three years, finishing an excellent musical education in the studio of the renowned Jean de Reszke.

Reszke.

Louis Sonnebern accompanied the two tourists to New York, and while bidding them farewell, called his brother's attention to the published warning that the vessel would be sunk. To this Mr. Sonneborn's only reply was: "Nonsense!" I'll wire you from the other side just to show you what a ridiculous joke that is."

Another music student who hoped

DISASTER FLASH STUNS NEW YORK

New York gasped a long, incredulous gasp when the news that the Lusitania had been torpedoed was flashed from the bulletin boards of the newspaper offices. No information since the war began has had one-half the effect on the general public of this city, as the few brief lines announcing

the disaster.

Men and women gazed at the staring letters, rubbed their eyes and looked again as if they could not believe what they saw. Hundreds of white faces turned to those of their neighbors as if seeking a contradiction

there.

Then, as the meaning of it pene-trated their brains, discussions began.
Could it be true? Had the passengers been saved? If so, had the rescue been effected through German aid or had

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caught and torn into little pieces by the crowd and from fifty throats cries of "Kill him!" "Knock him down!" and "Hang him!" arose. A riot followed and half a dozen men fell upon the offender. He was felled by a blow on the jaw and then the onlookers began to kick him. Only the interference of three policemen saved him from more serious injuries. No arrests were made.

those places were besieged by clamoring groups which sought to obtain information from the steamship company or to impart what they already knew to friends and relatives.

The incident was discussed in awestricken tones everywhere. There were stricken tones everywhere. There were stricken tones everywhere. There were dire shakings of the head when the likelihood of the Germans having ruth-

lessly torpedoed the boat without regard for the lives of American passengers was brought into the converrard for the lives of American pas-lengers was brought into the conver-lation.

And the faces of the men who talked indicated the subdued rage that filled

And the faces of the men who talked into the other boats.

The Candidate was of 3,826 tons net

indicated the subdued rage that filled their souls. "Must the United States stand by and see the accepted rules of naval warfare set at naught and owned in Liverpool, where she arrived her citizens murdered, without doing april 9 from New Orleans. anything?" was the thought most frequently expressed. That the reports her net tonnage was 3.854.

London, May 7 .- The British steam-As the tidings filtered into the hotels ers Centurion and Candidate, owned by and clubs switchboard operators in the same company, were torpedoed by

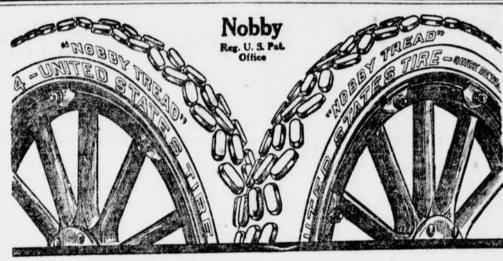
the Candidate for Jamaica.

Members of the crew of the Candidate, all of whom, forty-four, landed to-day at Milford Haven, say the vessel

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